

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): An adjustable seat for a motor vehicle, comprising:

a cushion,

a backrest positioned adjacent to the cushion,

a lower connecting device ~~for connecting~~ to connect the cushion to a lower structural element of the vehicle ~~and a backrest, wherein the seat being designed to allow an ergonomic adjustment of the~~ lower connecting device is configured to adjust a position of the seat by moving along the lower structural element, and

an upper connecting device ~~for connecting~~ to connect an upper part of the backrest to an upper structural element of the vehicle, wherein the upper connecting device being suitable for forming an upper connection allowing the ergonomic adjustment of is configured to adjust the position of the seat by moving along the upper structural element.

Claim 2 (Previously Presented): The seat as claimed in claim 1, wherein the upper connecting device is connected to the upper part of the backrest by an intermediate upper connection able to allow a displacement of the upper part of the backrest relative to the upper connecting device with a rotation along a first transverse axis and a translatory motion along a second axis located in a longitudinal plane and different from a longitudinal axis.

Claim 3 (Previously Presented): The seat as claimed in claim 1, wherein the cushion is connected to the lower connecting device by an intermediate hinge of transverse axis.

Claim 4 (Previously Presented): The seat as claimed in claim 1, wherein the backrest is connected to the cushion by a lower backrest hinge of transverse axis.

Claim 5 (Currently Amended): The seat as claimed in claim [[2]] 1, wherein the upper connecting device is ~~provided~~ configured to be fixed relative to [[an]] the upper structural element ~~and during displacement of the lower connecting device is suitable for being mounted with the possibility of displacement~~ along a longitudinal axis relative to [[a]] the lower structural element of the vehicle.

Claim 6 (Currently Amended): The seat as claimed in claim [[2]] 1, wherein, during displacement of the upper connecting device ~~is suitable for being mounted with the possibility of displacement~~ along a longitudinal axis relative to [[an]] the upper structural element of the vehicle, ~~and~~ the lower connecting device is ~~provided~~ configured to be fixed relative to [[a]] the lower structural element.

Claim 7 (Currently Amended): The seat as claimed in claim 1, wherein the upper connecting device is ~~suitable for being mounted with the possibility of displacement~~ configured to be displaced along a longitudinal axis relative to [[an]] the upper structural element of the vehicle ~~and during displacement of the lower connecting device is suitable for being mounted with the possibility of displacement~~ along a longitudinal axis relative to [[a]] the lower structural element of the vehicle.

Claim 8 (Currently Amended): The seat as claimed in claim 1, wherein ~~a connection~~ the upper connecting device is equipped with ~~blocking means~~ a blocking member able to be unlocked.

Claim 9 (Currently Amended): A motor vehicle provided with at least one seat as claimed in claim 1, the seat being connected by the ~~cushion-connection~~ lower connecting device to a floor of the motor vehicle and by the upper ~~backrest-connection~~ connecting device to ~~[[an]]~~ the upper structural element of the motor vehicle.

Claim 10 (Currently Amended): The motor vehicle as claimed in claim 9, further comprising:

a control unit mobile along a longitudinal axis relative to the seat.

Claim 11 (New): The seat as claimed in claim 1, wherein the lower structural element includes a rail attached to a floor of the vehicle and the lower connecting device slides on the rail.

Claim 12 (New): The seat as claimed in claim 1, wherein the upper structural element includes a rail attached to an upper portion of the vehicle and the upper connecting device slides on the rail.

Claim 13 (New): An adjustable seat for a motor vehicle, comprising:

a frame including a cushion and a backrest,

a lower connecting device to connect the frame to a lower rail positioned on a floor of the vehicle, wherein the lower connecting device is configured to adjust a position of the seat by moving along the lower rail, and

an upper connecting device to connect the frame to an upper rail positioned on an upper portion of the vehicle, wherein the upper connecting device is configured to adjust the position of the seat by moving along the upper rail.

Claim 14 (New): The seat as claimed in claim 13, wherein the lower connecting device and the upper connecting device are each configured to adjust the position of the seat at a same time.

Claim 15 (New): The seat as claimed in claim 13, wherein the lower connecting device is configured to stay at a fixed location along the lower rail while the upper connecting device adjusts the position of the seat.

Claim 16 (New): The seat as claimed in claim 13, wherein the upper connecting device is configured to stay at a fixed location along the upper rail while the lower connecting device adjusts the position of the seat.

Claim 17 (New): The seat as claimed in claim 13, further comprising:
an intermediate connecting device connected to the frame and configured to adjust the position of the seat when the upper connecting device and the lower connecting device are each stopped at a fixed location.

Claim 18 (New): The seat as claimed in claim 13, further comprising:
an intermediate connecting device connected to the frame and configured to adjust the position of the seat when at least one of the upper connecting device and the lower connecting device are also adjusting the position of the seat.

Claim 19 (New): An adjustable seat for a motor vehicle, comprising:
a frame including a cushion and a backrest,

first means for adjusting a position of the seat by moving along a lower structural element positioned on a floor of the vehicle, wherein the first means for adjusting is connected to the lower structural element, and

second means for adjusting the position of the seat by moving along an upper structural element positioned on an upper portion of the vehicle, wherein the second means for adjusting is connected to the upper structural element.